INVENTION TITLE

Visually enhancing rotating addition for a wheel

DESCRIPTION

Heading

TECHNICAL FIELD

[Para 1] The invention pertains to the general field of Class 301: Land Vehicles: Wheels and Axels and more specifically to that pertaining to Subclass 5.1: Wheels.

Heading

BACKGROUND

[Para 2] Vehicles are being altered to make them more visually attractive for social, monetary and aesthetic reasons. One specific and relatively easy area of this alteration is in the area of wheels. The counterintuitive motion of the rotating section with the present invention draws attention to the accessory thereby creating an increased social and aesthetic presence while increasing the monetary value of the vehicle.

[Para 3] Previous patents pertaining to wheel enhancements have focused on an image or design of a wheel to give a certain effect achieved when they rotate at the same rate as that of the entire wheel. Such as in U.S. Pat. No. 5,931,543 and U.S Pat. No. 6,464,303. Other patents pertaining to wheel enhancements have focused on a portion of the wheel with the ability to spin free of the wheel allowing it to stay static in relation to the surroundings even while the wheel itself rotates. This is achieved by weighting that portion to inhibit rotation, thus causing the portion to contain a design in a set orientation independent of the wheel position and/or rotation. Such as in U.S. Pat. No. 6,471,302. The present patent differs from both of these ideas in the fact that the rotation of the rotating section is not independent of rotation, does not always move at the same speed as the wheel rotation, and not necessarily in the same direction. Rather, the rotating section is influenced by the retardant transfer of rotational kinetic energy to the rotating section through the application of a bearing system and a sprocket system that would yield counter rotation.

Heading

SUMMARY OF INVENTION

[Para 4] The invention is a visually enhancing rotating portion of a wheel that counter rotates due to a system of sprockets and shafts connected to a rotating wheel. The wheelbase will have an attached system of sprockets that enable the outer rotating section to spin in the opposite direction than the direction of the rotating wheelbase. The rotational kinetic energy of the rotating wheelbase will be transferred, through a system of sprockets, to an outer rotating section. The result will be the appearance of wheels moving in the opposite direction than the vehicle is/was moving.

[Para 5] The rotational kinetic energy transfer to give a delayed reaction is accomplished using a bearing system that, in its nature, is not a direct connection and therefore does not allow for an immediate transfer of energy. Rather, the energy to achieve full rotational velocity of the rotating section is achieved slower due to frictional forces within the bearing system. If a rotational velocity difference between the rotary base and rotating section occurs for a sufficient amount of time the difference in velocity will continue to decrease until the rotating section reaches a rotational velocity equal to that of the rotary base. When the rotary base starts to decrease in velocity the same phenomenon will occur where the rotating section continues to spin faster than the rotary base until frictional forces reduce the speed of the rotating section until it equals that of the rotary base. The rotating section can take any form so as to give different visual effects. The rotating section can be weighted in different ways (different weights, different configurations, etc.) such that the rate of rotational kinetic energy transfer is either increased or decreased. The weighting of the rotational section should be in a way that will not inhibit rotation completely.

[Para 6] The sprocket system will enable the rotating section to spin in the opposite direction than the rotary base is moving. The bearing system will enable the rotating section to have a delayed reaction from the rotary base. The sprocket system combined with the bearing system will enable the overall invention to create a rotating section that is spinning in the opposite direction than the rotary base with a reaction that is delayed from the rotary base.

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BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1.	Shows a cross sectional view as described in claim 2.
Fig. 1-A.	Shows the cross sectional view of the wheel base section.
Fig. 1-B-Side	Shows the cross sectional / side view as described in claim 2.
Fig. 1-B-Front	Shows the Front view as described in claim 2.
Fig. 1-C.	Shows a cross sectional view of the rotating section (the portion that rotates counter to the wheel).
Fig. 2-1 Side	Shows a cross sectional view of Fig 1-B-Side with the #1 Shaft and sprocket system highlighted.
Fig. 2-1 Front	Shows a cross sectional view of Fig 1-B-Front with the #1 Shaft and sprocket system highlighted.
Fig. 2-2 Side	Shows a cross sectional view of Fig 1-B-Side with the #2 Shaft and sprocket system highlighted.
Fig. 2-2 Front	Shows a cross sectional view of Fig 1-B-Front with the #2 Shaft and sprocket system highlighted.
Fig. 2-3 Side	Shows a cross sectional view of Fig 1-B-Side with the #3 Shaft and sprocket system highlighted.
Fig. 2-3 Front	Shows a cross sectional view of Fig 1-B-Front with the #3 Shaft and sprocket system highlighted.
Fig. 2-4 Side	Shows a cross sectional view of Fig 1-B-Side with the #4 Shaft and sprocket system highlighted.

Fig. 2-4 Front Shows a cross sectional view of Fig 1-B-Front with the #4 Shaft and sprocket system highlighted.

Heading

DETAILED DESCRIPTION OF THE INVENTION

The center point of Fig. 1-C is arranged at the center point of Fig. 1-A with 1-B-Side fitting in the middle to constitute Fig. 1 as one unit.

Fig 2-1

Side and Front show the arrangement of the entire shaft and sprocket system with the first or initial sprocket and shaft highlighted.

Fig 2-2

Side and Front show the arrangement of the entire shaft and sprocket system with the second sprocket and shaft unit highlighted. The second sprocket and shaft unit contains two sprockets and one shaft. One sprocket is engaged with the initial sprocket located up and to the right in the front view. The second shaft connects the two sprockets that make up the Second unit. The other sprocket is engaged to one of the sprockets in the third sprocket shaft unit.

Fig 2-3

Side and Front show the arrangement of the entire shaft and sprocket system with the third sprocket and shaft unit highlighted. The third sprocket and shaft unit contains two sprockets and one shaft. One sprocket is engaged with the second sprocket of the second unit located directly to the left in the front view. The third shaft connects the two sprockets that make up the third unit. The other sprocket is engaged to one of the sprockets in the fourth sprocket and shaft unit.

Fig 2-4

Side and Front show the arrangement of the entire shaft and sprockets system with the fourth sprocket and shaft unit highlighted. The fourth sprocket and shaft unit contains one sprocket and one shaft. The sprocket is engaged with the second sprocket of the third unit located down and to the right in the front view. The fourth shaft connects the sprocket to the rotating portion. The